#### AFFAIRS OF THE RAILWAYS.

Personal, Local and State Notes. The Lake Shore people decline to advance grain rates, until the Pennsylvania lines do so. The second attempt to advance east-bound rates on grain has fallen flat.

L. G. Rand has been appointed agent of the Vandalia at Marshall Crossing, being the eighth agent which has been appointed for this station in the last eighteen months.

A London paper denies that the foreign bond-

holders of the Chicago, Milwaukee & St. Paul are moving to place a new management of their selection in charge of the road. A rumor is current in railroad circles to the effect that Senator Stanford is to soon resign the

presidency of the Southern Pacific road. Vicepresident Crocker is named as his probable suc-L. O. Shafer has been appointed agent of the C., I., St. L. & C. road at Rushville, Ind., which

has become one of the best shipping stations on any of the branches owned by the Big Four people. The train which brought the Blaine party over the Bee-line on Wednesday night consisted

of four coaches, and the run was made from Anderson to Brightwood, 32 miles, in 34 Several of the friends of the late Henry Monett, general passenger agent of the New

York Central road, go to Columbus, O., to-day to witness the last sad rite, the remains having been brought there for burial. Freight men state that the recent advances in freight rates to the Southwest are being maintained to the letter, and, as a consequence, the

weekly statements of the roads in this territory are showing increased earnings. Every freight car the Pennsylvania railroad owns or can borrow is in demand to carry the enormous traffic offering. The tonnage shows a gain over last year for almost every commodity, coal, coke, lumber, grain, live stock and manufactured articles.

That the Illinois Central road must have more room to handle its freight business, as well as passenger business, at Chicago is daily becoming more apparent. There is practically a freight blockade in its yards from the first to the last day of every month.

The Pennsylvania Railroad Company last week awarded the contract for building 1,500 box cars, to be equipped with the Wagner cardoor, the Westinghouse air-brake and the Janney coupler. The C., St. L. & P. company is in the market for five hundred box cars, to be equipped in the same manner.

At the meeting of general managers, on Thursday, on the suggestion of General Manager Beach, of the Bee-line, a committee of three was appointed to consider the closing of all outside ticket offices, and the establishment of a union office on Washington street, in which all the roads shall be represented. There is a strong movement in that direction.

There is a good deal of complaint over delayed freights at Chicago, which are shipped from Indianapolis to the Northwest. Often cars are held there two or three weeks before forwarded to the road which is to take the freight beyond Chicago. This is driving business from the direct Chicago lines over the more southern routes through Peoria. Ill.

Another meeting of the passenger department of the Central Traffic Association has been called for Oct. 16. One of the objects of the meeting is to agree on winter tourists' rates. As the north-and-south roads crossing Indiana have cut loose from the Central Traffic Association, the meeting will be of little importance to them, although Indiana roads would likely do their share in seing that the rates fixed upon at that meeting are made general.

Commissioner Abbott, of the Western Passenger Agents' Association, has gone East, and one object of his visit there is to endeavor to induce all Eastern lines to lift their boycott on the Chicago & Alton road. It is stated that General Passenger Agent Charlton, of the C. & A., shows no anxiety to have the boycott lifted, as it has proven a blessing to the road, its business never having been better than during the months when the boycott was most in force.

President Hammond, of the Indianapolis, Decatur & Western road, has recently purchased 2,708 tons of steel rails, weighing sixty-four pounds to the yard. When this is in the track, the entire 153 miles of the road will be laid with steel, which has been put in within the last two years. President Hammond sold his old iron rails, which had been taken up in the last few months, at a figure which was but \$4 below the cost of the steel rails. Added to this was the

cost of transportation. W. D. Robinson, the founder of the Brotherhood of Locomotive Engineers, was in the city yesterday. He administered the first oath of allegiance of membership, and of the thirteen who at that time became members but six are now living. He was accompanied by Grand Chief Sargent, of the Brotherhood of Locomotive Firemen. The latter has of late been visiting a good deal among the numerous lodges, and finds the organization growing in a healthy and very satisfactory mannor.

E. J. Richards is prominently mentioned as successor to Henry Monett as general passenger agent of the New York Central. Mr. Richards was Mr. Monett's first assistant, and has been with the road for some years. He is very efficient and thoroughly posted as to the business of the department. This is the third time that the position has been made vacant by death, and in each case an outside man has been promoted over him. The feeling prevails in passenger circles that this time he will not be looked over. The local passenger agents of the Bee-line had

on their war-paint before 10 o'clock yesterday. The day preceding General Manager Beach, as directed by President Layng to do, notified their local ticket agents here that passenger rates had been restored in all directions; and if there was any more of it done without authority from the president of the road it would be the grounds for prompt dismissal from the company's service. Yesterday morning Wm. Antrim applied to one of the Bee-line ticket agents for two tickets to California. Tariff rates were offered him and he said he could do better. The Bee-line ticket agent told him that if he could he would pay him full price for the two tickets bought. Mr. Astrim went to the Pennsylvania offices, on the corner of Washington and Illinois streets, and purchased two tickets. Those reading from Indianapolis to Kansas City being Form 947 and Nos. 758 and 759. From Kansas City to San Francisco Form E. X. T. 856 and Nos. 312 and 322. Mr. Antrim makes an affidavit that he purchased these tickets at a reduction from tariff rates of \$5.75, and this affidavit has been forwarded to President Layng, of the Bee-line, to take such action as he sees fit in the matter. At the Pennsylvania office they deny having sold such tickets at cut rates.

#### Miscellaneous Items. There are thirty-one counties in Tennessee

which have no railways. The Litchfield car-works are building a lot of refrigerator cars for the Louisville & Nashville

The roadmasters in convention at Boston pronounced in favor of rails not less than seventytwo pounds in weight per yard.

The Atlantic & Pacific road shows an increase in earnings September, 1888, ot \$63,317 over

September, 1887, or 384 per cent. The first week in October the Missouri Pacific shows an increase in earnings over corresponding week 1887 of \$40,000, and is short 1,500

cars of filling its orders for cars. The report that the Atchison, Topeka & Santa Fe is behind in its wages to its employes is emphatically denied. The men are always paid

as soon as the pay-rolls are made out. The Hudson Bay railroad scheme, on which some work has already been done, is again being agitated. This time American capitalists are talking of taking hold of the enterprise.

The new buildings of the United States Rolling-stock Company, at Decatur, Ala., are nearing completion. The buildings number twenty, some of them being very large structures. The buildings and yard covers forty-nine acres of

Coal traffic on the Kansas roads is developing wonderfully, the tonnage being only limited by cars. Last week the Kansas City, Fort Scott & Memphis company placed an order for 300 coal cars with Barney & Smith, of Dayton, O.

The Union and Southern Pacific is going to try the experiment of a cheap sleeping-car service between Council Bluffs, San Francisco and Los Angeles. The sleeping care are to each have a porter, but no conductor. The conductor of the train is to collect and report the earnings of

The Santa Fe people will by the middle of next month have their division extending from Kansas City to Chicago ballasted with gravel. then the company propose to shorten the running time between the two cities still more. They are now testing the speed of several of their locomotives which they expect to put into the fast-time service.

While the withdrawal of sleeping and parlor ears from several of the Southern lines, on account of the prevalence of yellow fever, has cut down earnings in that section, the reduction, it is said, is not perceptible when applied to gross receipts from all quarters. It is said that the net earnings of the Pullman company equal 21 per cent. on the stock the present year.

There are two propositions on the hooks by which the Union Pacific is to secure a line into Chicago. One is to lease or purchase the Chicago, Milwaukee & St. Paul, and the other contemplates the building of a link from Omaha to Osceols, Ia, where connection would be made with the Central Iowa road. This scheme, it is

intimated, has the Pennsylvania people back

The Illinois Central will soon occupy its new depot at Sioux City. It is said to be an exceedingly well-arranged and attractive building. The passenger and freight equipment run over the Chicago & Alton road is said to be the finest run on any road in this country. The company builds its own coaches and freight cars at its shops in Bloomington and have for some years

#### LETTERS FROM THE PEOPLE. A Salty Subject.

To the Editor of the Indianapolis Journal: "Whisky Hill," at Tomlinson Hall, last evening, told his audience that putting salt on the free list, as proposed by the Mills bill-of which

he is a champion-would injure no one, but, on the other hand, would benefit the whole people. It is fair to presume that Hill would have omitted the salt subject from his speech had it been delivered in Onondaga, in his own State, or at any of the salt-producing sections of Mich-

Notwithstanding Hill's statement, the placing of salt on the free list, as proposed by Mr. Mills, would work vast injury and injustice to thousands and thousands of laboring men in both States referred to, and, at the same time, eventually increase the price of this very necessary saline product.

England to-day, by reason of her facilities for manufacturing the article, and cheap labor, can and does pay the present duty on salt and undersell Michigan salt in every Atlantic seaboard city in this Union; and as the present duty represents just about the freight on the article from New York to Chicago the result of the Mills bill would be to shut down every salt block in Michigan; and for this reason only thirty-six hours before he was nominated for Governor of Michigan, by the Democrats, Wellington R. Burt, the president of the Michigan Salt Asso-ciation, said if the Mills bill was "Democratic doctrine he was not a Democrat." With Michigan salt 50 cents per barrel wholesale, and the pine barrel in which it is packed represents 20 cents of labor-for it is made of the refuse of the millit would seem that we have pretty nearly reached the "era of cheapness." But England will go us one better until she can control the market, as Mr. Blaine suggested, then salt will be \$1.50 per bushel, as heretofore.

Mr. Hill referred to the \$2 tax on lumber, also, and worked the sympathy racket for all it was worth in building the poor man's house, but he forgot to say that the \$2 does not increase the cost of lumber produced in this country, or that the Canadian Parliament are at present discussing the propriety of putting an export duty of putting \$2 per thousand feet on lumber, and they are sharp enough to do just that should the Americans be foolish enough to take that much money out of their own pockets and turn it over to Canada.

There are some things even David Bennett Hill does not care to enlighten the Hoosiers on, although he did fairly well in his effort for "tariff reform" (1) Michigan salt producers will be found "kicking" this free-trade measure vigorously in November, and I will guarantee they are abundantly able to furnish sufficient of the "briny" for Democratic candidates to have smooth sailing up that placid river of salt after election. Selah! A MICHIGANDER

Boxing the Compass.

To the Editor of the Indianapolis Journal: There is just one little question in the Democratic gospel of cheap goods for workingmen that I can't comprehend, and that is this, "How can the cost of any article be reduced without reducing the wages of the workmen that produce that article?

Price is made up of The materials in the manufactured article. The labor.

The cost of capital. The profits. Now the first, third and fourth articles are owned and controlled by capital. The first and third are fixed in their nature and can't be materially reduced. Then the question is as between the profits which capital controls and the labor which the workingman controls. Will the capitalist or will the laborer suffer first and most when the tariff cut comes? Human nature is just what it is, and it won't change to suit the discussion of any proposition. Capital will take what it can get, and all that it can get, and, as for that matter, so will labor. Does the laboring man think that if tariff is reduced he will get the benefit without a cut in his wages? Is that the experience of workingmen in their contests with capita!! Do employers step forward and voluntarily reduce their profits in order that

wages may increase? Everyone knows to the contrary. Will the fact that the manufacturer's goods may otherwise come into competition with English or foreign cheap goods change this rule! Do not workingmen know that the class least able to bear it always have to shoulder the burden? Bring American manufactures in competition with the cheap goods of Europe and some one must stand the cut in prices. Who is the man to fill the breach? Of course everybody knows that in such cases it will not be the capitalist. He will shut up his shop or cut the wages of labor. In all such contests there is but one outcome, and that is the work-

ingman suffers and goes to the wall. Now, I have read in vain Democratic newspapers and speeches to find an answer to this conundrum, viz.: "How can the cost of the necessities of life be reduced without cutting down the wages of the American workingman?" When this little question is answered by some one it will be in order to believe in the sincerity of the "tariff reformers." D. P. BALDWIN. NEW YORK CITY, Oct. 8.

### Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., Oct. 12, 1888, as furnished by Elliott & Butler, abstracters of titles, Room 23, Ætna

18, 19, 20, 21, 30 and 31, in Hanna-lot 34, in Strong & Co.'s subdivision of lot 17, in Johnson's heirs' addition..... 2,000.00
Louis Howland to Sarah L. Hall, part of
lots 24 and 25, in Thos. B. Elliott's subdivision of outlot 156 ..... Jonas F. Johnson to James A. Kerr, lot 55, in Park Place; also lots 9 and 10, in Ruddell & Vinton's Park Place ..... 1,500.00 Jonas F. Johnson to James A. Kerr, part of lot 11, Campbell's subdivision of lot 27, in Johnson's heirs' addition ...... 1,000.00 Isaac B. Johnson to Harman Kalff, lot 92, in Johnson & Hogshire's East Washington-street addition. Thos. J. Jameson to Harlen W. Carter,

Joseph F. Schofield to Lewis D. Levi, lots

lots 17 and 18, in Germania subdivision of block 7, in Holmes's West-end addition... Eudora A. Hamlin to Emelia Bach, part of lots 81 and 82, in the city of Indian-Mary A. Cleareland to Jennie Ward, lot 1, in Cleaveland Place.....

200.00

Wm. A. Rhodes to Wm. Bosson, lots 20, 21 and 22, in block 1, in W. A. Rhodes's North Illinois-street ad-John K. Waltz to Frances Ingalls, lot 24, 1,500.00 in Bell's subdivision of part of blocks 13, 14 and 15, in Johnson's heirs' ad-

18, in John F. Hill's addition.....

### Conveyances, 12; consideration.....\$23,931.00

### THEY DID IT.

What? Cured among others the following. They write: 849 Central Ave., Cincinnati, O., } January 4th, 1888.

Athlophoros Pills have cured me of liver complaint and dyspepsia. I gave ten of the Pills to a friend who is troubled with indigestion and he has improved wonderfully.

F. H. ROWEEAMP. 16 Rosette St., New Haven, Ct., }
February 16th, 1888.
Athlophoros Pills worked wonders in my
case of dyspepsia. EMMA L. CLARK. Ath-lo-pho-ros Pills are small and

pleasant to take, yet wonderfully effective. Invaluable for kidney and liver complaints, dyspepsia, in-digestion, constipation, headache, etc. They'll take away that tired feeling giving new life and strength. Send 6 cents for the beautiful colored pic-ture, "Moorish Maiden."

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MISCELLANEOUS. FOR SALE CHEAP-WEBER SQUARE PIANO, at 813 North Alabama street. ANNOUNCEMENTS.

MRS. DR. ELLIS, ASTROLOGER, WHO UN-We derstands and practices the science, and tells by the planets ruling at birth all you are, have been, or ever will be; where to go, and what to do for the best. If sick or in trouble, consult the Doctor at once. Office 23 East Michigan street.

WANTED-AGENTS. A GENTS-OUR CHRISTMAS BOOKS (SELL-ing from 50 cents to \$3.50) will pay you a larger profit than any others the next three months. CASSELL & CO., Limited, 40 Dearborn street, Chi-

cago, Ill. WANTED-LADY AGENTS FOR "A" SKIRT and bustle combined; also "B" hose supporters. Our Galesburg agent cleared \$108 in ten days. LADIES SUPPLY CO., 287 W. Washington st., Chicago. GENTS WANTED-\$75 A MONTH AND EX A penses paid any active person to sell our goods; no capital; salary monthly: expenses in advance; par-ticulars free. Standard Silverware Co., Boston.

WANTED-MAN TO TAKE THE AGENCY OF our safes; size, 28x18x18 inches; weight, 500 Ibs.; retail price, \$35; other sizes in proportion. A rare chance and permanent business. These safes meet a demand never before supplied by other safe companies, as we are not governed by the safe pool. ALPINE SAFE CO., Cincinnati, O.

#### WANTED-MALE HELP.

WANTED-A RESPONSIBLE MAN FOR NIGHT VV clerk. District Telegraph Office, 15 S. Meridian. WANTED-FIRST-CLASS GAS-FITTERS AND VV plumbers, at No. 432 East Washington street. Inquire immediately. G. W. LAUGHLIN & CO.

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from which they have increased their production at
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railroad facilities where they could have natural gas
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90 feet wide, two stories high. Address, MANUFACTURER, Journal office, Indianapolis, Ind.

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IMNANCIAL-ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st. ORTGAGE LOANS. N. N. MORRIS & CO., VI 94 East Market street.

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I Apply at Bryce's bakery. FOR RENT-ROOMS 8 and 9, TALBOTT and New's Block, first stairway south of post-office. HORACE McKAY.

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hydrant, cistern, large stable, etc. Houses will rent for \$17 and \$13 a month respectively. Price, \$4,000. Address H. K., this office. AUCTION SALE. UCTION SALE OF REAL ESTATE—WE WILL sell at auction, Thursday, Oct. 18, at 2 P. M.,

on the premises, the property. No. 157 Huron st., a frame cottage of four rooms, cistern, well and stable. Lot 40x120. This is desirably located, and will positively be sold to the highest bidder. Terms easy and made known on day of sale. PRATHER & HANCKELL, 66 E. Market st. E. L. PERRY, Auctioneer. LOST.

OST-A SHEPHERD BITCH, MEDIUM SIZE

#### I black and tan, with white breast; no collar. I liberal reward will be paid for her return to 293 West Vermont street.

CHURCH SERVICES. TOHN A. BROADUS, D. D., OF LOUISVILLE, of Ky., is expected to preach at the First lambiat Church Sunday morning and evening. Otherwise, notice will be given in Sunday morning's Journal.

Christian. TENTRAL CHRISTIAN CHURCH-CORNER OF U Delaware and Ohio streets. D. R. Lucas, paster. Services to-morrow at 10:30 a. m. and 7:30 p. m. Preaching by Elder L. H. Jameson. Sunday-school at 2:30 p. m. Frayer-meeting Thursday evening at 7:30. All are welcome to these services.

Congregational. MAYFLOWER CONGREGATIONAL CHURCH— St. Clair street, near East. Services to-morrow at 10:30 a. m. and 7:30 p. m. Rev. Charles Evans will occupy the pulpit. Sunday-school at 9:30 a. m. Society of Christian Endeavor at 6:45 p. m. Strang-

ers cordially invited. DLYMOUTH CHURCH-CORNER MERIDIAN and New York streets. Oscar C. McCulloch, minister. Services Sunday morning and evening. Morning subject, "The Last Word;" evening subject, "A Social Savior; the Story of Godin." Plymouth Institute annual meeting Wednesday evening. Oct. 17. Addresses, reports, etc. All invited. Classes in general literature, George Eliot, Browning, drawing, short-hand, arithmetic, book-keeping, will open during the week of Oct. 21. Applications may be made at the church.

### Methodist Episcopal.

TENTRAL-AVENUE METHODIST EPISCOPAL U Church, corner of Central avenue and Butler street. Rev. J. H. Ford, D. D., paster. Preaching at 10:30 a. m. and 7:30 p. m. by the pastor. Class-meeting at 9:30 a. m. Sunday-school at 2:15 p. m.; W. D. Cooper, superintendent. Young people's meeting at 6:30 p. m. Strangers cordially welcomed. MERIDIAN-STREET M. E. CHURCH, CORNER Meridian and New York streets. Rev. H. A. Cleveland, pastor. Classes, 9:30 am. Preaching, 10:30 a.m. Sunday-school, 2:15 p.m. No services

TOOBERTS PARK M. E. CHURCH-CORNER D. D., pastor. 9 a. m., class-meeting; 10:30 a. m. and 7:30 p. m., preaching by the pastor. 2:15 p. m., Sabbath-school, J. A. Wilkins, superintendent. Everybody welcome.

### Presbyterian.

MIRST PRESBYTERIAN CHURCH - SOUTHwest corner Pennsylvania and New York streets. The pastor, Rev. M. L. Haines, D. D., will preach tomorrow and administer the communion at 10:45 a. m. and will preach in the evening at 7:30. Evening topic, "Some Problems for Skeptics to Solve." Sabbath-school at 9:30 a. m. Society of Christian Endeavor at 6:45 p. m. Weekly prayer-meeting Thurs-

day at 7:30 p. m. CECOND PRESBYTERIAN CHURCH-CORNER Pennsylvania and Vermont streets. Rev. James McLeod, D. D., pastor. Services at 10:30 a. m. and 7:30 p. m. Sunday-school at 2:30 p. m. Y. P. S. C. E. at 6.45 p. m. Prayer-meeting Thursday evening

SEVENTH PRESBYTERIAN CHURCH—CORNER
of Cedar and Elm streets. R. V. Hunter, pastor.
Morning subject, "The Christian Idea of Man."
Song service in the evening. Sabbath-school at 2:30
p. m. Y. P. S. C. E. at 3:30. Weekly prayer-meeting on Thursday evening. The public is cordially invited to these services. vited to these services.

TABERNACLE CHURCH-CORNER OF MERIDpastor. Preaching Sunday at 10:30 a. m. by Rav. D. D. Bigger, D. D., of Tiffin, O. Sunday-school at 2:15 p. m. Young People's Society of Christian Endeavor in chapel at 6:45 p. m. Sabbath-school and gospel services at Alvord-street, Indianola and Mt. Jackson missions at the usual hours.

#### NEW! MUSIC BOOKS

Song Harmony. (60 cts., \$6 doz.) L. O. Emerson. For Singing Classes. Full set of melodious exercises and easy songs, with explanations, and excellent collection of sacred and secular music.

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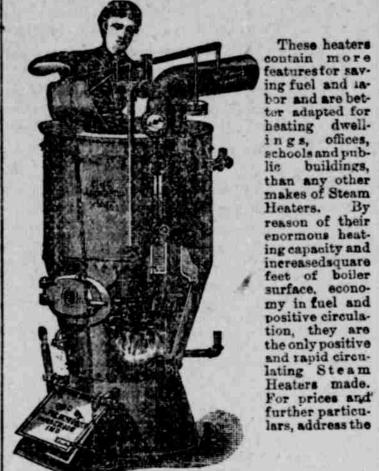
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HEALEY & O'BRIEN, 57 W. Maryland st.
HUDSON, HENRY T., 28 Mass. ave.
KALB & AYRES, 816 N. Illinois st. KEYSER, GEO. W., 98 N. Illinois st. KIRCHOFF & JUDD, 91 N. Illinois st. KNIGHT & JILLSON, 75 S. Pennslvania st. MATHEWS, J. C. & CO., 58 W. Maryland st. MEIKEL C. W. & CO., 75 N. Pennsylvania st. MURRAY & MOSIER, Massashusetts ave.

PECK & TOON, 91 E. Market st.
PITTSBURG PLUMBING CO., 114 N. Penn. st.
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Do Your Own Dyeing, at Home. . They will dye everything. They are sold everywhere. Price 10c. a package. They have no equal for Strength, Brightness, Amount in Packages or for Fastness of Color, or non-fading Qualities. They do not crock or smut; 40 colors. For sale by F. A. Bryan, druggist, cor. Mass. ave. and Vermont st.; Herman E. Frauer, apothecary, 246 E. Washington st.; T. C. French, Masonic Temple Drug Store, cor. Tenn. and Washington sts.; Otto Schopp, druggist and apothecary, 302 S. Illinois st.; Jno. W. Scott, druggist.

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New and improved machinery and dry kiln, all first class. All work done in the best manner and with great promptness. Prices as low as the lowest. Call or send for estimates on all kinds of work. Large stock of Dry Lumber and Shingles.

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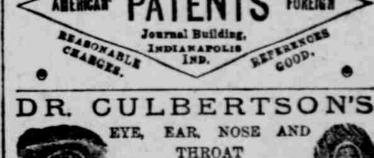
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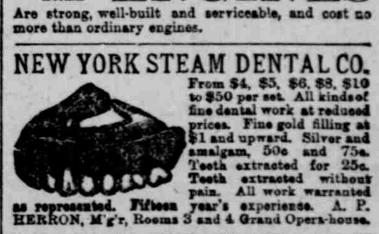
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